



Centennial Capital Projects



CAPITAL PROGRAM 2022

TEN-YEAR CAPITAL IMPROVEMENT PLAN

BUDGET GUIDE

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Introduction

Centennial is committed to being a good steward of the public funds through the long-range planning of infrastructure improvements. The repair and improvement of the City's streets, sidewalks, traffic signals, and bridges must keep pace with the changing population and ensure the overall utility, efficiency, and safety of the City's infrastructure.

The Capital Improvement Program (CIP) sets the general schedule for public improvements to be designed and constructed. The program as presented in this document is organized into three timeframes. The first year reflects the adopted budget for the fiscal year. The first five years represent a schedule and estimate of future capital needs that may be funded with a reasonable level of certainty. The last five years represent the City's long-term goals. As the program looks further into the future, the chance of unforeseen events influencing the City's budget levels and overall priorities increases, therefore the final five years outlined in this document should serve more as guidelines for the City's decision makers than as a literal schedule for project implementation. All of these projects except for those budgeted for the 2022 fiscal year will be re-evaluated and re-prioritized with the 2040 Transportation Master Plan update that will be completed in early 2022.

The CIP draws from four sources of funding to implement projects:

- ▶ Street Fund
- ▶ Capital Improvement Fund
- ▶ Open Space Fund
- ▶ Conservation Trust Fund

The Street Fund is used to accept revenues from restricted City and State sources as well as transfers from the General Fund, grants, and/or developer contributions or other revenues to fund the design and construction of the City's transportation and safety infrastructure. The following revenues are assigned to the Street Fund: Motor Vehicle Use Tax, Highway Users Tax Fund (HUTF), Road and Bridge shareback and pavement degradation fees. The Capital Improvement Fund (CIF) is used to fund the major maintenance of all facilities (such as the Civic Center) that are owned by the City. The Open Space Fund and the Conservation Trust Fund work in tandem to fund the maintenance and enhancement of the City's network of parks, open space, and trails. It should be noted that the Open Space Fund is generated by the Arapahoe County Open Space Tax, which restricts how it may be used; the Fund's availability is contingent on the continuation of the tax as a funding source. The Conservation Trust Fund is funded by the state lottery program and is also restricted in its uses. This document treats these funding sources separately since, in many cases, resources in a given fund cannot be used to fund proposed projects in another.

Overview

The City of Centennial CIP provides four primary functions for the efficient use of funds.

1. Develop a ten-year plan to meet the needs for development of new infrastructure and replacement of existing infrastructure which are funded through taxes, fees, special revenues and supplementary funding sources. All projects within the first year of the ten-year plan are included in the annual budget for the coming year.
2. Provide direction, oversight and quality assurance for the annual implementation of projects in the CIP.
3. Respond to citizen comments and questions regarding current and future capital improvement projects.
4. Prepare applications for grants and intergovernmental agreements to assist in funding capital improvement projects.

Resources to provide the above functions are drawn from both the Public Works and Community Development Departments. This document contains two major components: the Capital Project List and Ten Year Constrained Project List.

Capital Project List

This component is an all-encompassing list of projects eligible for funding under the CIP. It is important to note that this list is generated independent of budgetary considerations.

The projects from this list are ranked according to their potential benefits and impacts and the resources available to complete them. Projects receiving the highest rankings become the building blocks of the Ten Year Constrained List.

Ten Year Constrained List

This component is a strategic plan for allocating capital improvement funds over the next ten years. As mentioned above the ten years covered in this list is divided into three time periods: the adopted 2020 budget for capital improvements, medium term scheduling through 2025, and long term guidance and recommendations through 2030. The primary considerations in forming this strategic plan are:

- ▶ The amount of funds allocated for capital projects in a given year as well as across the entire ten year span covered by the list. The constrained budget accounts for other funding sources on some projects from grants and other sources such as metro districts.
- ▶ The impact of the project on public safety and its ability to enhance the lives of the citizens of Centennial.
- ▶ The impacts of the project to the economic health and long-term viability of the City.
- ▶ The availability of supplemental funding through grants, intergovernmental cooperation, etc.

Ultimately, this ten year constrained list provides guidance for future planning.

Goals



In November 2018, the City approved Centennial NEXT, the City-wide Comprehensive Plan. The Plan promotes quality of life, a sense of community, economic vitality, supporting infrastructure, and responsible government that will leave a legacy for future generations. The Centennial NEXT Goals and Strategies provide direction to turn the Plan Vision into reality and are found within the Plan's four themes:

- ▶ Our NEXT Places
- ▶ Our NEXT Economy
- ▶ Our NEXT Innovation
- ▶ Our NEXT Community

Transportation Master Plan

The City of Centennial adopted its first Transportation Master Plan (TMP) in December 2013. The TMP builds upon the City's overall vision and goals set forth in Centennial NEXT, and establishes goals and objectives specific to the City's transportation system. The City's nine transportation-focused goals are as follows:

- ▶ Provide a balanced, connected, and sustainable multimodal transportation system
- ▶ Develop a safe and convenient roadway system that balances mobility and accessibility needs with community preservation
- ▶ Develop strategies to use the transportation system more efficiently
- ▶ Improve and expand public transit access and service
- ▶ Provide safe, convenient and enjoyable facilities to encourage walking and bicycling
- ▶ Support Denver's regional transportation system
- ▶ Maintain and improve the existing transportation system
- ▶ Improve the appearance of streets and public rights-of-way
- ▶ Encourage development that supports and enhances the transportation system

The City has established both the annual CIP budget and this ten year CIP to achieve goals established in both Centennial NEXT and the TMP.

Annual Refinement and Budgeting Process

The purpose of this document is to assist the City with short term and mid-term planning for implementation of needed infrastructure improvements. It is a dynamic document that may be updated every year as priorities, needs, and available funding change. To be most useful to the City, the CIP allows

for some flexibility to respond to changing conditions and opportunities. During the budgeting process for each upcoming year, the CIP will be used as the primary source for identifying top priority projects. The CIP project lists may be refined based on new or updated information related to:

- ▶ Critical issues that need immediate attention (particularly in the areas of safety, the environment, or the economy)
- ▶ Level of supplemental funding available
- ▶ Opportunities for quick implementation (e.g., combining a bike project with an ongoing maintenance project, or leveraging partnership opportunities)
- ▶ Project cost, feasibility and ease of implementation



CIP Development Process

Prioritization Methodology

Evaluation Criteria

Centennial's TMP established an objective methodology for prioritizing future roadway, bicycle, and pedestrian improvement projects in Centennial. The prioritization process is intended to assess how well a project addresses the TMP goals and objectives. The TMP prioritization process has been refined and used to evaluate and rank all projects included in the Capital Project List in a consistent manner. Each project was given a score ranging from zero to three (with three being the best) based on how well it addresses each of the ten evaluation criteria listed in **Table 1**. Each of the evaluation criteria has been given a weight (which varies by travel mode). The evaluation criteria with the highest weight for roadway projects are Congestion Mitigation and Safety Enhancement, whereas the highest weighted criteria for bicycle and pedestrian projects are Safety Enhancement and Community Benefits. A total score for each project was calculated by multiplying the evaluation criterion weight by the given score (ranging from 0-3) for each of the ten criteria. The maximum overall score attainable for any project is 300.

Table 1. Evaluation Criteria and Weights

| | Weight for Roadway Projects | Weight for Bicycle and Pedestrian Projects |
|--|--------------------------------|--|
| Safety Enhancement | 16 | 20 |
| Congestion Mitigation | 20 | 5 |
| Continuity | 9 | 9 |
| Economic Development | 8 | 8 |
| Multi-Modal Enhancements | 7 | 10 |
| Improved Use of Existing Infrastructure | 7 | 7 |
| Community Benefits | 7 | 15 |
| Regional and Citywide Importance | 9 | 7 |
| Implementation | 10 | 12 |
| Community Support | 7 | 7 |
| Total | 100 | 100 |

Scoring Methodology

Nearly 80 projects in five project categories (roadway, signalization, sidewalk, other Bike/Ped, and City-wide programs) were scored using the ten evaluation criteria. The project scoring is completed by City staff, and is based on objective criteria and good engineering common sense. The scoring premise for each criterion is summarized below.

Safety Enhancement

- ▶ Is the project located at a Top 25 Crash Rate intersection?
- ▶ Would the project specifically address a safety issue?
- ▶ Have there been bicycle/pedestrian crashes within the project area? (Bike/Ped projects only)
- ▶ Is the environment high stress for bicyclists/pedestrians (high vehicular speeds, high traffic volumes)? (Bike/Ped projects only)

Congestion Mitigation

- ▶ Is the project on a road segment that is currently congested?
- ▶ Is the project on a road segment that is expected to be congested in the future?
- ▶ Does the project have potential for providing an alternative travel option? (Bike/Ped projects only)

Continuity

- ▶ Will the project complete a missing segment?
- ▶ Is the current facility sub-standard?

Economic Development

- ▶ Is the project within an identified Activity Center or Neighborhood Center?
- ▶ Would the project support economic development?

Multi-Modal Enhancements

- ▶ Would the project enhance the usability of bicycle, pedestrian, or transit modes?
- ▶ Would the project improve access to a transit station?

Improved Use of Existing Infrastructure

- ▶ Would the project reduce demands on the transportation system?
- ▶ Would the project improve the efficiency of the transportation system through measures that do not require significant infrastructure construction?

Community Benefits

- ▶ Is the project in a heavily populated area or a heavy employment area?
- ▶ Does the project improve access to a community facility (school, park, recreational facility, regional trailhead)?

Regional and Citywide Importance

- ▶ Is the project on a facility with regional continuity?
- ▶ Has the project been identified in a regional plan, City plan and/or in that of an adjacent jurisdiction?

Implementation

- ▶ Is the project easily implemented?
- ▶ Are there funds (federal, state or other non-local) currently earmarked for the project or are there any opportunities to leverage City funds with other funding sources?
- ▶ Are there any major roadblocks (e.g., environmental clearances or right of way) that might delay implementation of the project?

Community Support

- ▶ Does the project have significant support from the community?

Funding Sources

Project revenues for design and construction could potentially come from one or more of the following sources:

- ▶ City of Centennial General Fund and Street Fund
- ▶ General obligation bonds
- ▶ Additional sales tax revenues or a sales tax increase
- ▶ Regional Transportation Authority (RTA)
- ▶ Regional Transportation Improvement Funding (RTIF)
- ▶ Transportation Utility Funding
- ▶ Transportation Improvement Program (TIP) through DRCOG
- ▶ Partnership with other agencies or communities



Street Fund

Capital Project List

The Capital Projects are divided into five categories:

- ▶ Roadway Projects
- ▶ Signalization Projects
- ▶ Sidewalk Projects
- ▶ Other Bike/Ped Projects
- ▶ Citywide Projects

The projects are listed in **Tables 2 – 6**. The project numbers are for identification only and do not imply priority.



Table 2. Roadway Projects

| Project ID # | Location | Description |
|--------------|--|--|
| 002 | Smoky Hill Rd from Buckley Rd to Tower Rd | Widen to 6 lanes |
| 003 | Smoky Hill Rd from Tower Rd to Orchard Rd | Roadway reconstruction and widening to 6 lanes |
| 004 | Smoky Hill Rd from Orchard Rd to Picadilly St | Widen to 6 lanes |
| 005 | Dry Creek Rd & Colorado Blvd Intersection | Intersection reconstruction and auxiliary lanes |
| 007 | County Line Rd & Yosemite Street Intersection | New southbound to westbound right turn lane |
| 013 | Chester St - County Line to Otero | Median and Access Improvements |
| 015 | Broncos Parkway from S. Jordan Rd east to Parker Rd | Widen to 6 lanes |
| 016 | E. Easter Ave from Havana St to Peoria St | Widen to 6 lanes |
| 101 | Arapahoe Rd Structure over Big Dry Creek (e/o University) | Replace structure |
| 113 | County Line Rd from University to Broadway | Widen to 4 lanes |
| 115 | Orchard Rd - Franklin to High Line Canal | Widen to three lane section and new sidewalk. Includes curb, gutter, and sidewalk west to Cherrywood Cir |
| 122 | Dry Creek & Chester/Alton Intersection | Widen Chester & Alton at intersection to add turn lanes |
| 143 | Easter Ave & Havana St Intersection | Reconstruct - Continuous Flow Intersection |
| 153 | Dry Creek RTD Entrance | Modify median for turn lane into light rail station. Include multiuse path improvements. |
| 156 | Arapahoe Road - Waco to Himalaya | Widen to 6 lanes |
| 157 | Arapahoe Road - Intersection Improvements b/t Yosemite St & Buckley Rd | Various improvements produced from Arapahoe Rd Traffic and Safety Operations Report |
| 170 | Broncos Parkway at Tagawa Rd | Median modification to allow northbound to westbound left turn |

Table 3. Signalization Projects

| Project ID # | Location | Description |
|--------------|---|------------------------|
| TBD | Various – As Intersections Meet Warrant | Signalize intersection |

Table 4. Sidewalk Projects

| Project ID # | Location | Description |
|--------------|---|--|
| 028 | Alton Way from Yosemite St to I-25, west side of Alton | Add 5' min. sidewalks to west side of road and street lighting |
| 035 | Arapahoe Rd from I-25 to Parker Rd | Add 8' sidewalk in phases w/ roadway improvements |
| 040 | Caley Ave east of Quebec | Add detached 8' sidewalk on south side |
| 044 | Orchard Rd from Clarkson St to Sherman Way | Install 5' minimum sidewalk on south side |
| 047 | Little Dry Crk Trail from Krameria Way to Briarwood Cir (s/o Quebec and Arapahoe) | Widen walk on north side of Arapahoe Rd from Krameria to new Arapahoe Rd underpass |
| 049 | Parker Rd from Orchard Rd to Valley High Dr (B020) | Widen east side walk to 8' and install 5' detached walk on west side. |
| 060 | Colorado Blvd from Albion to Orchard | New sidewalk W. side of Colorado |
| 065 | Niagara St from W. of Newport Way to Newport Ct | New sidewalk on N. side of S. Niagra St. |
| 121 | Holly St. from Fair to Maplewood | Widen existing sidewalk from 3' width to 5' width. |
| 128 | Jamison - Trenton to Rosemary | Add missing sidewalk segment to south side |
| 134 | Peakview Ave from Dayton to Havana/Peakview intersection | Widen southern sidewalk to 10' |
| 135 | Peakview Ave from Havana/ Peakview intersection to Lima | Widen southern sidewalk to minimum 8' |
| 136 | Lima St from Peakview to Caley | Widen eastern sidewalk to minimum 8' |
| 146 | Liverpool St from Weaver Ave to Smoky Hill Rd | Add 8' minimum sidewalk and retaining wall on east side |
| 158 | Alton Way from Yosemite St to I-25, east side of Alton | Add 5' minimum sidewalk to east side of roadway |
| 174 | Holly Street – S Forest Way to Arapahoe Rd | Add 6' minimum sidewalk to east side of roadway |



Table 5. Other Bike/Ped Projects

| Project ID # | Location | Description |
|--------------|--|--|
| 037 | Yosemite St from Arapahoe to Dry Creek | Provide 10' multi-use path connection along Yosemite St on west side of road in addition to existing sidewalk. |
| 038 | Holly St from County Line Rd to Orchard Rd | Complete corridor analysis to remove a travel lane and stripe on street bike lanes in both directions; tie into C-470 trail to south & Orchard Rd |
| 041 | Colorado Blvd from Orchard Rd to County Line Rd | Add bike lanes and recommendations from corridor study |
| 048 | Uinta St from Costilla Blvd to Arapahoe Rd (near Walnut Hills Elementary School) | Widen to 5-6' attached sidewalk or provide traffic calming measure along street to maintain slow vehicle speeds and install bicycle signage/sharrow or a bicycle blvd. |
| 055 | Franklin St from Dry Creek Rd to Easter Ave (w/o Arapahoe HS) | Stripe bike lanes connecting Arapahoe HS to E Easter Ave |
| 090 | Orchard Rd & Telluride intersection | Add crosswalk and rectangular rapid flashing beacon |
| 093 | High Line Canal Trail at Orchard Rd (w/o University Blvd) | Curb extensions to narrow crossing distance, RRFB. |
| 094 | Colorado Blvd & Euclid St intersection | Replace with full pedestrian signal |
| 138 | Costilla/Fulton/Clinton from Havana to Dry Creek | Modify roadway section to stripe buffered bike lanes |
| 140 | Lima from Peakview Ave to Caley Ave | Bike Lanes |
| 141 | Berry/Crestline/Prentice/Biscay from Smoky Hill to Piccadilly | Stripe for Shared Roadway |
| 148 | Peakview Ave from Havana/ Peakview intersection to Lima | Stripe buffered bike lanes |
| 149 | Caley Ave from Locust to Quebec | Stripe buffered bike lanes |
| 152 | Yosemite St from Dry Creek to County Line | Provide 10' multi-use path connection along Yosemite St on west side of road in addition to existing sidewalk. Modified to match DSTMA Plan. |
| 154 | Holly St s/o Easter Ave | Install HAWK Signal, median and curb ramps |
| 173 | Arapahoe Rd and Clarkson St Intersection | Install traffic signal and continue bike lanes from the south side of Arapahoe Rd to the north side |

Table 6. Citywide Projects

| Project ID # | Location | Description |
|--------------|----------|---|
| N/A | Citywide | 2021 Street Rehabilitation Program |
| N/A | Citywide | Building Maintenance and Improvements |
| N/A | Citywide | Capital Improvement Program Management |
| N/A | Citywide | Infill Sidewalk Program |
| N/A | Citywide | Street Project Grant Matches |
| N/A | Citywide | General Transportation Studies |
| N/A | Citywide | Signal Communication Improvements |
| N/A | Citywide | Major Structures |
| N/A | Citywide | Minor Structures |
| N/A | Citywide | Neighborhood Traffic Management (NTMP) |
| N/A | Citywide | ITS Master Plan - Maintenance |
| N/A | Citywide | Street Lights / Smart City Improvements |
| N/A | Citywide | ROW Beautification |



Ten Year Constrained Project List

Estimated annual funding has been allocated to the high priority projects in each category, and the resulting ten year fiscally constrained projects are listed in **Table 7** and depicted on **Figure 1**.

Table 7. Ten Year Constrained Capital Projects List

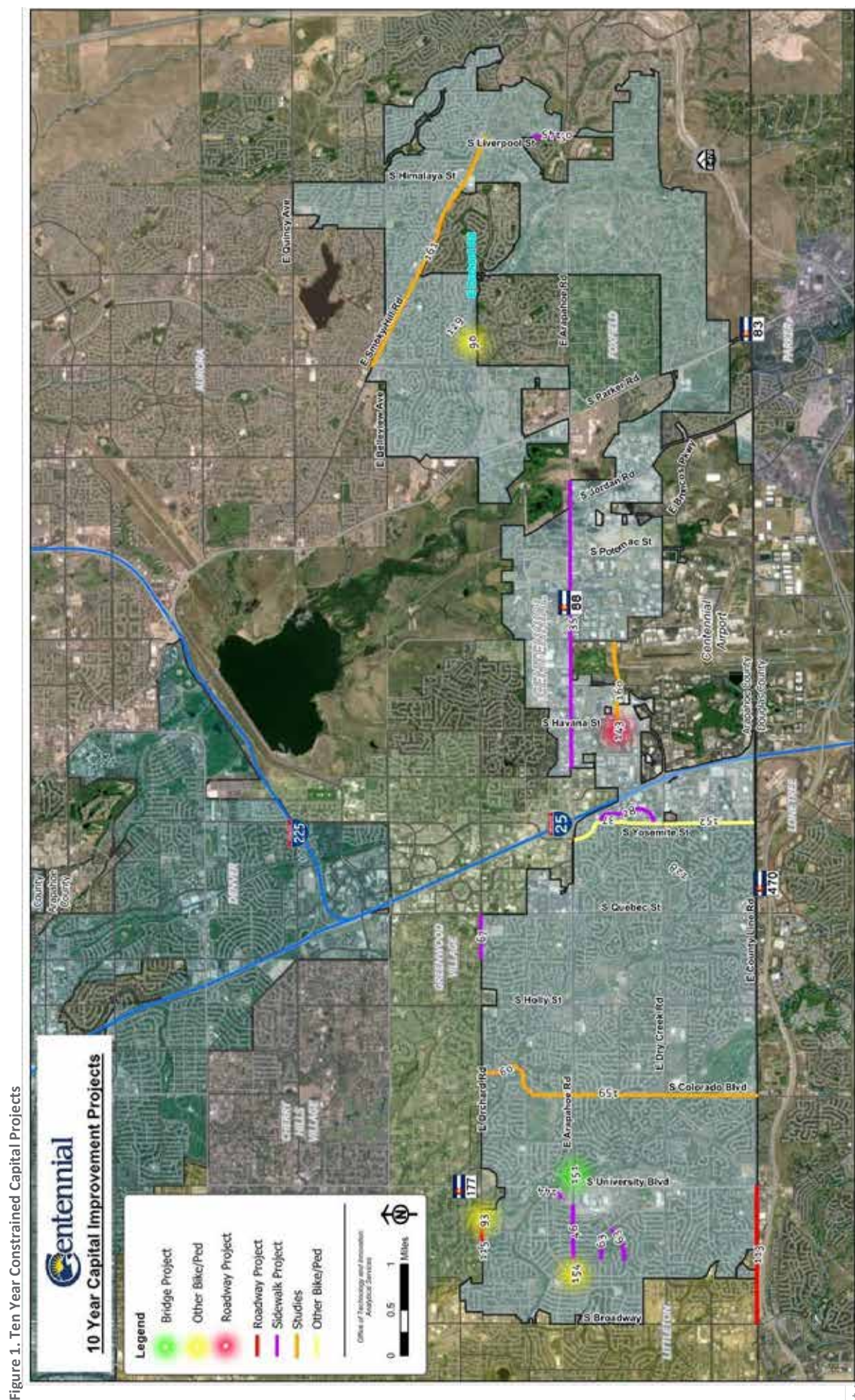
| CIP_ID | Location | Description | Project Costs | | Cost Estimate | Funding Allocation | | | | | | | | Total Funding | |
|------------------------------|---|---|---------------|----------------------------------|---------------|--------------------|-------------|-------------|-------------|-----------|-----------|-----------|-----------|---------------|--------------|
| | | | City Cost | Other Funds | | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | | 2030 |
| Roadway Projects | | | | | | | | | | | | | | | |
| 151 | Arapahoe Rd Structure over Big Dry Creek (e/o University) | Replace structure | \$7,630,000 | \$800,000 (OS) / \$835,000 Other | \$8,100,000 | \$7,630,000 | | | | | | | | | \$7,630,000 |
| 115 | Orchard Rd - Franklin to High Line Canal | Widen to three lane section and new sidewalk | \$800,000 | \$400,000 Other | \$1,200,000 | \$1,200,000 | | | | | | | | | \$1,200,000 |
| 113 | County Line Road from University to Broadway | Widen to 4 lanes | \$2,500,000 | \$18,000,000 | \$20,500,000 | \$2,500,000 | | | | | | | | | \$20,500,000 |
| 153 | Dry Creek Rd at I-25 Improvements | Modify median to RTD access and widen Dry Creek Rd from I-25 to Inverness Dr East | \$675,000 | \$1,325,000 | \$2,000,000+ | \$400,000 | \$100,000 | | | | | | | | \$2,000,000 |
| 170 | Broncos Parkway at Tagawa Road | Median modification to allow northbound to westbound left turn | \$375,000 | \$300,000 | \$680,000 | \$680,000 | | | | | | | | | \$680,000 |
| 143 | Easter Ave & Havana St Intersection | Reconstruct - Continuous Flow Intersection | \$6,000,000 | TBD | \$12,000,000 | \$1,000,000 | \$4,000,000 | \$3,000,000 | | | | | | | \$12,000,000 |
| Roadway Projects TOTAL | | | \$17,980,000 | \$21,660,000 | \$43,630,000 | \$13,410,000 | \$4,100,000 | \$4,000,000 | \$3,000,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$44,010,000 |
| Signalization Projects | | | | | | | | | | | | | | | |
| 072 | New Traffic Signal | Funding for intersections that meet warrant | \$500,000 | \$0 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$5,000,000 |
| Signalization Projects TOTAL | | | \$500,000 | \$0 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$5,000,000 |
| Sidewalk Projects | | | | | | | | | | | | | | | |
| 060 | Colorado Blvd from Alton to Orchard | New sidewalk W. side of Colorado | \$400,000 | \$0 | \$400,000 | \$400,000 | | | | | | | | | \$400,000 |
| 128 | Jamison - Trenton to Rosemary | Add missing sidewalk segment to south side | \$200,000 | \$0 | \$200,000 | \$200,000 | | | | | | | | | \$200,000 |
| 035 | Arapahoe Rd from I-25 to Parker Rd | Add 8' sidewalk in phases w/ roadway improvements | \$2,200,000 | \$0 | \$2,200,000 | | | | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$200,000 | | \$2,200,000 |
| 028 | Alton Way from Yosemite St to I-25, west side of Alton | Add 5' min. sidewalks to west side w/ lighting | \$250,000 | \$500,000 | \$750,000 | \$250,000 | | | | | | | | | \$750,000 |
| 174 | Holly Street – S Forest Way to Arapahoe Rd | Add 6' minimum sidewalk to east side of roadway | \$200,000 | \$0 | \$200,000 | \$200,000 | | | | | | | | | \$200,000 |
| Sidewalk Projects TOTAL | | | \$3,250,000 | \$500,000 | \$3,750,000 | \$450,000 | \$600,000 | \$0 | \$500,000 | \$500,000 | \$500,000 | \$500,000 | \$200,000 | \$0 | \$3,750,000 |

| Other Bike/Ped Projects | | | | | | | | | | | | | | | |
|-------------------------------|---|--|-------------|-----------|-------------|----------|-----|-----------|-----|-----|-----|-----|-----|-----------|-------------|
| 093 | High Line Canal Trail at Orchard Rd (w/o University Blvd) | Curb extensions to narrow crossing distance. RFB. Could combine with #115 | \$125,000 | \$0 | \$125,000 | | | | | | | | | \$125,000 | \$125,000 |
| 090 | Orchard Rd & Telluride Intersection | Add crosswalk and rectangular rapid flashing beacon | \$400,000 | \$0 | \$400,000 | | | | | | | | | \$400,000 | \$400,000 |
| 154 | Holly St s/o Easter Ave | Pedestrian crossing. HAWK. | \$50,000 | \$200,000 | \$250,000 | \$50,000 | | | | | | | | | \$250,000 |
| 037 | Yosemite St from Arapahoe to Dry Creek | Provide 10' multi-use path connection along Yosemite St on west side of road in addition to existing sidewalk. | \$2,400,000 | TBD | \$2,400,000 | | | | | | | | | | \$2,400,000 |
| 152 | Yosemite St from Dry Creek to County Line | Provide 10' multi-use path connection along Yosemite St on west side of road in addition to existing sidewalk. | \$2,100,000 | TBD | \$2,100,000 | | | | | | | | | | \$2,100,000 |
| Other Bike/Ped Projects TOTAL | | | \$5,075,000 | \$200,000 | \$5,275,000 | \$50,000 | \$0 | \$525,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$5,275,000 |

| Studies | | | | | | | | | | | | | | | |
|---------------|-----------------|--|-----------|-----|-----------|-----------|-----|-----|-----|-----|-----|-----|-----|-----|-----------|
| 160 | Easter Avenue | Havana to Peoria. Traditional corridor study with recommendations for lane requirements, intersection improvements, and regional connectivity. | \$100,000 | \$0 | \$200,000 | \$200,000 | | | | | | | | | \$200,000 |
| 161 | Smoky Hill Road | Buckley to Liverpool. Corridor is just over capacity, look at operational improvements to increase throughput and improve level of service. | \$146,000 | \$0 | \$146,000 | \$50,000 | | | | | | | | | \$146,000 |
| Studies TOTAL | | | \$246,000 | \$0 | \$346,000 | \$250,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$346,000 |

| CIP_ID | Location | Description | Funding Allocation | | | | | | | | | | | Total Funding | |
|-------------------|----------|---------------------------------------|--------------------|-------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|--------------|
| | | | City Cost | Other Funds | Cost Estimate | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 |
| Citywide Projects | | | | | | | | | | | | | | | |
| N/A | Citywide | Street Rehabilitation Program | \$7,500,000 | \$0 | \$7,500,000 | \$7,500,000 | \$7,500,000 | \$7,500,000 | \$7,500,000 | \$7,500,000 | \$7,500,000 | \$7,500,000 | \$7,500,000 | \$7,500,000 | \$75,000,000 |
| N/A | Citywide | Building Maintenance and Improvements | \$150,000 | \$0 | \$150,000 | \$1,200,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$2,650,000 |

| CIP_ID | Location | Description | Funding Allocation | | | | | | | | | | Total Funding | | | | | | | | | | |
|-------------------------|----------|---|--------------------|--------------|---------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|-------------|---------------|--------------------|------|------|------|------|---------------|------|
| | | | City Cost | Other Funds | Cost Estimate | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 | 2029 | 2030 | 2031 | Total Funding | | | | | | | |
| N/A | Citywide | Capital Improvement Program Mgmt | \$325,000 | \$0 | \$325,000 | \$325,000 | \$325,000 | \$325,000 | \$325,000 | \$325,000 | \$325,000 | \$325,000 | \$325,000 | \$325,000 | \$325,000 | \$3,250,000 | | | | | | | |
| N/A | Citywide | Infill Sidewalk Program | \$75,000 | \$0 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$750,000 | | | | | | | |
| N/A | Citywide | Street Project Grant Matches | \$75,000 | \$0 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$75,000 | \$750,000 | | | | | | | |
| N/A | Citywide | General Transportation Studies | \$50,000 | \$0 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$500,000 | | | | | | | |
| N/A | Citywide | Signal Communication Improvements | \$150,000 | \$0 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$1,500,000 | | | | | | | |
| N/A | Citywide | Major Structures | \$175,000 | \$0 | \$175,000 | \$350,000 | \$175,000 | \$175,000 | \$175,000 | \$175,000 | \$175,000 | \$175,000 | \$175,000 | \$175,000 | \$175,000 | \$1,575,000 | | | | | | | |
| N/A | Citywide | Minor Structures | \$50,000 | \$0 | \$50,000 | \$70,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$50,000 | \$500,000 | | | | | | | |
| N/A | Citywide | Neighborhood Traffic Management (NTMP) | \$150,000 | \$0 | \$150,000 | \$225,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$150,000 | \$1,575,000 | | | | | | | |
| N/A | Citywide | ITS Master Plan - Maintenance | \$30,000 | \$0 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$30,000 | \$300,000 | | | | | | | |
| N/A | Citywide | Street Lights / Smart City Improvements | TBD | \$0 | TBD | | | | | | | | | | | | | | | | | | |
| N/A | Citywide | ROW Beautification | TBD | \$0 | TBD | | | | | | | | | | | | | | | | | | |
| Citywide Projects TOTAL | | | \$8,730,000 | \$0 | \$8,730,000 | \$10,150,000 | \$8,730,000 | \$8,730,000 | \$8,730,000 | \$8,730,000 | \$8,730,000 | \$8,730,000 | \$8,730,000 | \$8,730,000 | \$8,730,000 | \$88,615,000 | | | | | | | |
| Grand Total | | | | | | | | | | | | | | | | | Funding Allocation | | | | | Total Funding | |
| | | | | | | | | | | | | | | | | | 2022 | 2023 | 2024 | 2025 | 2026 | 2027 | 2028 |
| | | | \$24,810,000 | \$13,990,000 | \$13,755,000 | \$12,730,000 | \$9,730,000 | \$9,730,000 | \$9,730,000 | \$9,730,000 | \$9,730,000 | \$9,430,000 | \$9,230,000 | \$9,230,000 | \$9,230,000 | \$142,001,000 | | | | | | | |



Open Space Fund

Information on the City's Open Space Fund can be found in the "Centennial Trails and Recreation Plan" (2017) available at <http://www.centennialco.gov/>.

Conservation Trust Fund

Information on the City's Conservation Trust Fund can be found in the "Centennial Trails and Recreation Plan" (2017) available at <http://www.centennialco.gov/>.



CAPITAL PROJECTS SUMMARY

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total Capital Project |
|---|--|----------------------|---------------------|---------------------|---------------------|---------------------|-----------------------|
| Street Fund | | | | | | | |
| Roadways | | | | | | | |
| Professional Services | Transportation Studies | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | 250,000 |
| Street Rehab | 2022 Street Rehabilitation Program | 7,500,000 | 7,500,000 | 7,500,000 | 7,500,000 | 7,500,000 | 37,500,000 |
| Roadside Improvements | 2022 Roadside Improvement Projects | 1,000,000 | - | - | - | - | 1,000,000 |
| Major Structures | Bridge Maintenance & Repairs | 350,000 | 175,000 | 175,000 | 175,000 | 175,000 | 1,050,000 |
| Minor Structures | High Priority Maintenance & Repairs | 70,000 | 50,000 | 50,000 | 50,000 | 50,000 | 270,000 |
| Roadway Improvements | 2022 Roadway Improvement Projects | 1,005,000 | 100,000 | - | - | - | 1,105,000 |
| <i>Joint Project jointly funded by Arapahoe County</i> | | | | | | | |
| Capital Projects | Arapahoe Road Bridge | 8,000,000 | - | - | - | - | 8,000,000 |
| <i>Joint Project jointly funded by the City's Open Space Fund</i> | | | | | | | |
| <i>Additional Funding funding provided by SEMSWA</i> | | | | | | | |
| Capital Projects | Orchard Road Widening | 1,200,000 | - | - | - | - | 1,200,000 |
| Capital Projects | County Line Road Widening | 2,500,000 | - | - | - | - | 2,500,000 |
| <i>Land Acquisition funds included in Arapahoe Bridge project for ROW & Easements</i> | | | | | | | |
| Capital Projects | Intersection Improvement | 300,000 | - | - | - | - | 300,000 |
| Neighborhood Traffic Management Program | City-wide Traffic Management Opportunities | 225,000 | 150,000 | 150,000 | 150,000 | 150,000 | 825,000 |
| Traffic Signalization | | | | | | | |
| Traffic Signals | 2022 Traffic Signal Projects | 350,000 | 500,000 | 500,000 | 500,000 | 500,000 | 2,350,000 |
| <i>Easter Ave. and Kenton St. for signal construction</i> | | | | | | | |
| <i>S. Chester St. and Jones Ave. for final design and signal construction</i> | | | | | | | |
| Bike & Pedestrian | | | | | | | |
| Roadway Improvements | Fremont Ave. Roadway Project Contribution | 40,000 | - | - | - | - | 40,000 |
| <i>jointly funded by the City's Open Space Fund</i> | | | | | | | |
| Sidewalks | 2022 Sidewalk Projects | 1,435,000 | - | - | - | - | 1,435,000 |
| Sidewalks | Infill Sidewalk Program | 75,000 | | | | | |
| Sidewalks | Peakview Ave Sidewalk | 160,000 | | | | | |
| Sidewalks | Arapahoe Rd. to Holly St. Sidewalk Connection | 200,000 | | | | | |
| <i>Joint Project Arapahoe Rd. Undercrossing at Lone Tree Creek Trail jointly funded by the City's Open Space Fund and Community Development</i> | | | | | | | |
| Sidewalks | Alton Way Sidewalk | 750,000 | | | | | |
| Subtotal Street Fund | | 24,225,000 | 8,475,000 | 8,375,000 | 8,375,000 | 8,375,000 | 57,825,000 |
| Capital Improvement Fund | | | | | | | |
| Building Improvements | 2022 Building Improvement Projects | 1,100,000 | 150,000 | 150,000 | 150,000 | 150,000 | 1,700,000 |
| <i>Uninterrupted Power Supply (UPS) Upgrade</i> | | | | | | | |
| <i>Electrical Vehicle Charging Stations</i> | | | | | | | |
| <i>Streetlight Storage Upgrade</i> | | | | | | | |
| <i>Eagle Street Retaining Wall Construction</i> | | | | | | | |
| <i>Civic Center Skylight Replacement</i> | | | | | | | |
| <i>Eagle Street Drainage Modifications</i> | | | | | | | |
| <i>Eagle Street Parking Lot Repavement Phase I</i> | | | | | | | |
| ITS Project | ITS Master Plan | 1,005,000 | 150,000 | 150,000 | 150,000 | 150,000 | 1,605,000 |
| Project Specific | City Wayfinding and Identity Project | 680,000 | - | - | - | - | 680,000 |
| Subtotal Capital Improvement Fund | | 2,785,000 | 300,000 | 300,000 | 300,000 | 300,000 | 3,985,000 |
| Open Space Fund | | | | | | | |
| OS Project Level 1 | | | | | | | |
| Parks and Recreation | Centennial Center Park Expansion | 3,317,000 | - | - | - | - | 3,317,000 |
| <i>Additional Funding funding provided by Arapahoe County</i> | | | | | | | |
| OS Project Level 2 | | | | | | | |
| Lone Tree Creek Trail | 2022 LTC Trail Construction | 3,450,000 | 900,000 | - | - | - | 4,350,000 |
| <i>Additional Funding funding provided by Dove Valley Metro District</i> | | | | | | | |
| City Priority Projects | Fremont Trail | 150,000 | - | - | - | - | 150,000 |
| <i>jointly funded by the Street Fund</i> | | | | | | | |
| City Priority Projects | Centennial Link Trail | 200,000 | 310,000 | 430,000 | 350,000 | 520,000 | 1,810,000 |
| City Priority Projects | Centennial Link Trail Piney Creek Trail Improvements | 200,000 | - | - | - | - | 200,000 |
| City Priority Projects | Big Dry Creek Undercrossing | 50,000 | - | - | - | - | 50,000 |
| City Priority Projects | Arapahoe Road Bridge | 1,300,000 | - | - | - | - | 1,300,000 |
| OS Project Level 3 | | | | | | | |
| Regional Partnerships | High Plains Trail Bridge | 250,000 | - | - | - | - | 250,000 |
| Regional Partnerships | High Line Canal Conservancy Improvements | 250,000 | - | - | - | - | 250,000 |
| Regional Partnerships | Smoky Hill Metro District, Crestline Park Improvements | 150,000 | | | | | |
| Regional Partnerships | SSPRD Projects | 227,900 | - | - | - | - | 227,900 |
| <i>Cherry Park Improvements</i> | | | | | | | |
| <i>Linksvie Park Improvements</i> | | | | | | | |
| Regional Partnerships | APRD Project, Trail Rest Stations | 32,400 | - | - | - | - | 32,400 |
| Subtotal Open Space Fund | | 9,577,300 | 1,210,000 | 430,000 | 350,000 | 520,000 | 11,937,300 |
| TOTAL CAPITAL PROJECT BUDGET | | \$ 36,587,300 | \$ 9,985,000 | \$ 9,105,000 | \$ 9,025,000 | \$ 9,195,000 | \$ 73,747,300 |

TRANSPORTATION STUDIES

Description: The program is intended for one-time transportation studies and/or participation in transportation system studies with other agencies and jurisdictions.

Transportation Studies to be completed in 2022:

- Smoky Hill - Corridor Study
- Easter Ave - Corridor Study

Benefits: Transportation studies further City Council's desire to increase pedestrian connectivity and traffic safety for pedestrians, cyclists, and motorists.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|------------------------|-------------------|---------------|---------------|---------------|---------------|----------------|
| Roadways | | | | | | | |
| Professional Services | Transportation Studies | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | 250,000 |
| Total Project Cost (Estimated) | | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | 250,000 |



STREET REHABILITATION

Description: The Street Rehabilitation Program includes pavement reconstruction, overlay, surface treatment, and concrete repairs for streets identified throughout the City in the pavement management program.

The 2022 Street Rehabilitation Program includes:

- 14.8 miles of mill and overlay, 8.6 miles of concrete removal and replacement, 2.8 miles of slurry seal, 14.5 miles of crack seal

Benefits: Infrastructure projects, like the Street Rehabilitation Program, result in safer roadways, bridges, and traffic systems for pedestrians and motorists.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|------------------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Roadways | | | | | | | |
| Street Rehab | 2022 Street Rehabilitation Program | \$ 7,500,000 | \$ 7,500,000 | \$ 7,500,000 | \$ 7,500,000 | \$ 7,500,000 | \$ 37,500,000 |
| Total Project Cost (Estimated) | | \$ 7,500,000 | \$ 7,500,000 | \$ 7,500,000 | \$ 7,500,000 | \$ 7,500,000 | \$ 37,500,000 |



ROADSIDE IMPROVEMENTS

Description: The Roadside Improvement Program provides funding for the installation of cobble along the roadside to improve aesthetics and reduce ongoing maintenance requirements, such as weeding and watering.

Recommendations for the projects to be included in the 2022 Roadside Improvement Program are still being formulated.

Benefits: Roadside improvements help enhance the City's aesthetics, ensuring Centennial is a desirable place to live, work, and play.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|------------------------------------|---------------------|---------------|---------------|---------------|---------------|------------------|
| Roadways | | | | | | | |
| Roadside Improvements | 2022 Roadside Improvement Projects | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | 1,000,000 |
| Total Project Cost (Estimated) | | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | 1,000,000 |



MAJOR STRUCTURES

Bridge Maintenance & Repair

Description: This program adheres to CDOT bridge inspection reports to define, design, repair and maintain bridges throughout the City.

Benefits: Infrastructure projects, like bridge maintenance and repair, result in safer roadways, bridges, and traffic systems for pedestrians and motorists.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| Roadways | | | | | | | |
| Major Structures | Bridge Maintenance & Repairs | \$ 350,000 | \$ 175,000 | \$ 175,000 | \$ 175,000 | \$ 175,000 | \$ 1,050,000 |
| Total Project Cost (Estimated) | | \$ 350,000 | \$ 175,000 | \$ 175,000 | \$ 175,000 | \$ 175,000 | \$ 1,050,000 |



MINOR STRUCTURES

High-Priority Maintenance & Repairs

Description: This program provides funds to address high-priority maintenance and repairs of City infrastructure like retaining walls, fences, and guard rails.

Benefits: Infrastructure projects, like the maintenance and repair of minor structures, result in safer roadways, bridges, and traffic systems for pedestrians and motorists.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|-------------------------------------|------------------|------------------|------------------|------------------|------------------|----------------|
| Roadways | | | | | | | |
| Minor Structures | High Priority Maintenance & Repairs | \$ 70,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | 270,000 |
| Total Project Cost (Estimated) | | \$ 70,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | \$ 50,000 | 270,000 |



ROADWAY IMPROVEMENTS

Description: Roadway Improvements includes projects like building new roads and turn lanes, and enhancements to pedestrian and cycling infrastructure, utilities, pavement, drainage facilities, or other structures or improvements within the right-of-way.

Roadway improvements planned for 2022:

- Dry Creek Rd at I-25 Improvements: Project led by Arapahoe County
- Broncos Parkway at Tagawa Road

Benefits: Roadway Improvements can reduce delays and correct inefficiencies that occur in traffic systems, resulting in a safer transportation network for both pedestrians and motorists.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|-----------------------------------|---------------------|-------------------|---------------|---------------|---------------|------------------|
| Roadways | | | | | | | |
| Roadway Improvements | 2021 Roadway Improvement Projects | \$ 1,005,000 | \$ 100,000 | \$ - | \$ - | \$ - | 1,105,000 |
| Total Project Cost (Estimated) | | \$ 1,005,000 | \$ 100,000 | \$ - | \$ - | \$ - | 1,105,000 |



ARAPAHOE ROAD BRIDGE

Description: This project will widen the bridge to seven lanes (three lanes in both directions) and add an extended southbound turn lane for the intersection west of the bridge location at University Blvd.

A contribution from the Open Space Fund will go toward construction of ADA-accessible paths connecting the Arapahoe Road sidewalk to the Big Dry Creek trail. Xcel power lines are also planned for undergrounding prior to bridge construction.

Benefits: The bridge project will provide accessibility to City trail networks and improve connectivity of the City's pedestrian and motorist networks.

** This number is higher than the amount listed in the Capital Improvement Plan for 2022. City Council approved the increase during the budget workshops held in October 2021.*

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|----------------------------|---------------------|---------------|---------------|---------------|---------------|--------------|
| Roadways | | | | | | | |
| Capital Projects | Arapahoe Road Bridge | 8,000,000 | - | - | - | - | 8,000,000 |
| Other Funding | | | | | | | |
| | Centennial Open Space Fund | 1,300,000 | - | - | - | - | 1,300,000 |
| Total Project Cost (Estimated) | | \$ 9,300,000 | \$ - | \$ - | \$ - | \$ - | #REF! |



ORCHARD ROAD WIDENING

Description: This project will widen the south side of the road to a three-lane section, as well as install a new sidewalk, curb and gutter, and storm sewer infrastructure between Ogden Court and the High Line Canal.

Benefits: Road widening can reduce delays and correct inefficiencies that occur in traffic systems, resulting in a safer transportation network for both pedestrians and motorists.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|-----------------------|---------------------|---------------|---------------|---------------|---------------|------------------|
| Roadways | | | | | | | |
| Capital Projects | Orchard Road Widening | \$ 1,200,000 | \$ - | \$ - | \$ - | \$ - | 1,200,000 |
| Total Project Cost (Estimated) | | \$ 1,200,000 | \$ - | \$ - | \$ - | \$ - | 1,200,000 |



COUNTY LINE ROAD WIDENING

Description: Douglas County is leading the effort for the County Line Road widening project, which will complete the last segment of County Line Road that needs to be widened from two to four through lanes for complete reconstruction. This project will also include a new traffic signal at the Clarkson Street/County Line Road intersection. The City's funds will contribute toward the construction of the road widening.

Benefits: The reconstruction and widening of the road has several goals, including adding roadway capacity, improving safety and drainage on the road, adding sidewalks and traffic lights, and mitigating roadway noise for nearby residents.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|---------------------------|---------------------|---------------|---------------|---------------|---------------|------------------|
| Roadways | | | | | | | |
| Capital Projects | County Line Road Widening | \$ 2,500,000 | \$ - | \$ - | \$ - | \$ - | 2,500,000 |
| Land Acquisition | for ROW & Easements | \$ 500,000 | \$ - | \$ - | \$ - | \$ - | 500,000 |
| Total Project Cost (Estimated) | | \$ 3,000,000 | \$ - | \$ - | \$ - | \$ - | 3,000,000 |



INTERSECTION IMPROVEMENT

Description: The project will reconfigure the traditional intersection into a displaced left turn by installing a sweeping curve and replacing the single signalized intersection with three separate two-phase traffic signals. Pedestrian improvements in the form of sidewalk connections will accompany the project along with necessary ADA ramps and access points.

The Havana & Easter project is currently on hold for 2022 due to uncertainties with federal funding. This project was initially included for funding in the 2022 federal transportation spending bill (Surface Transportation Reauthorization) but was removed prior to passage in the Senate.

Benefits: The intersection improvements will help reduce delays and correct inefficiencies that occur in the traffic system, resulting in a safer transportation network for both pedestrians and motorists.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|--------------------------|-------------------|---------------|---------------|---------------|---------------|----------------|
| Roadways | | | | | | | |
| Capital Projects | Intersection Improvement | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | 300,000 |
| Total Project Cost (Estimated) | | \$ 300,000 | \$ - | \$ - | \$ - | \$ - | 300,000 |



NTMP

Description: The Neighborhood Traffic Management Program (NTMP) addresses City wide neighborhood traffic management improvement opportunities.

Benefits: The Program's primary objectives are to improve traffic safety on neighborhood streets and foster pedestrian safety through citizen involvement and efficient allocation of public resources.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Roadways | | | | | | | |
| Neighborhood Traffic Management Program | City-wide Traffic Management Opportunities | \$ 225,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 825,000 |
| Total Project Cost (Estimated) | | \$ 225,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 825,000 |



TRAFFIC SIGNAL PROJECTS

Description: The installation of new traffic signals includes funding for signals at intersections that meet City warrants and requirements. The budget also includes funding for creating additional fiber-optic backbone connections throughout the fiscal year.

For 2022, the City will be installing a new traffic signal at the intersection of Easter Ave and Kenton St, and S. Chester St and Jones Ave.

Benefits: Improved traffic signals can reduce delays and correct inefficiencies that occur in traffic systems, resulting in a safer transportation network for both pedestrians and motorists.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| Roadways | | | | | | | |
| Neighborhood Traffic Management Program | City-wide Traffic Management Opportunities | \$ 225,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 825,000 |
| Total Project Cost (Estimated) | | \$ 225,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 825,000 |



FREMONT AVENUE

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|---|------------------|---------------|---------------|---------------|---------------|---------------|
| Bike & Pedestrian | | | | | | | |
| Roadway Improvements | Fremont Ave. Roadway Project Contribution | \$ 40,000 | \$ - | \$ - | \$ - | \$ - | 40,000 |
| Total Project Cost (Estimated) | | \$ 40,000 | \$ - | \$ - | \$ - | \$ - | 40,000 |



SIDEWALK PROJECTS

Description: Each year, City Council approves several sidewalk projects totaling more than one mile of new pedestrian access.

The following projects have been identified for 2022:

- Arapahoe Road & Holly Trail
- Lone Tree Creek Trail
- Infill Sidewalk Program
- Peakview at Lone Tree Creek Trail

Benefits: As part of the 2022 Strategic Plan, City Council identified improvements to pedestrian safety and mobility, including the construction of additional sidewalks throughout the City. These projects will help to improve connectivity and accessibility across the City's pedestrian network.

ALTON WAY SIDEWALK

Description: This project will install an ADA-compliant sidewalk on the west side of Alton Way between S Yosemite St. and S Alton Ct. Street lighting will be incorporated along this section as a benefit of partnership with the Southgate Metro District.

Benefits: As part of the 2022 Strategic Plan, City Council identified improvements to pedestrian safety and mobility, including the construction of additional sidewalks throughout the City. These projects will help to improve connectivity and accessibility across the City's pedestrian network.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|--------------------------------|---|--------------|---------------|---------------|---------------|---------------|-----------|
| Bike & Pedestrian Sidewalks | 2022 Sidewalk Projects | \$ 1,435,000 | \$ - | \$ - | \$ - | \$ - | 1,435,000 |
| | Infill Sidewalk Program | 75,000 | - | - | - | - | 75,000 |
| | Peakview Ave Sidewalk | 160,000 | - | - | - | - | 160,000 |
| | Arapahoe Rd. to Holly St. Sidewalk Connection | 200,000 | - | - | - | - | 200,000 |
| | Arapahoe Rd. Undercrossing at Lone Tree Creek Trail | 250,000 | - | - | - | - | 250,000 |
| | Alton Way Sidewalk | 750,000 | - | - | - | - | 750,000 |
| Total Project Cost (Estimated) | | \$ 1,435,000 | \$ - | \$ - | \$ - | \$ - | 1,435,000 |

BUILDING IMPROVEMENTS

Description: This project will result in the repair and enhancement of structural components, mechanical and electrical systems, plumbing, and other vital systems to the Civic Center and Eagle Street Facilities.

The following projects have been identified for 2022:

- UPS Power Capacity Upgrade (Civic Center)
- Skylight Work (Civic Center)
- Electric Vehicle Charging Stations (Civic Center / Eagle Street)
- Energy Performance Contracting Continuation
- Eagle Street Retaining Wall
- Eagle Street Phase 1 Asphalt Work
- Eagle Street Jordan Road Slope Remediation
- Eagle Street Street Light Storage Improvements

Benefits: The maintenance, repair, and upgrade of City assets can help to prevent long-term and costly repairs in future years.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|---|---------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| Capital Improvement | | | | | | | |
| Building Improvements | 2022 Building Improvement Projects | \$ 1,100,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 1,700,000 |
| | Uninterrupted Power Supply (UPS) Upgrade | 30,000 | - | - | - | - | \$ 30,000 |
| | Electrical Vehicle Charging Stations | 50,000 | - | - | - | - | \$ 50,000 |
| | Streetlight Storage Upgrade | 55,000 | - | - | - | - | \$ 55,000 |
| | Eagle Street Retaining Wall Construction | 100,000 | - | - | - | - | \$ 100,000 |
| | Civic Center Skylight Replacement | 125,000 | - | - | - | - | \$ 125,000 |
| | Eagle Street Drainage Modifications | 240,000 | - | - | - | - | \$ 240,000 |
| | Eagle Street Parking Lot Repavement Phase I | 500,000 | - | - | - | - | \$ 500,000 |
| Total Project Cost (Estimated) | | \$ 1,100,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 1,700,000 |



ITS PROJECT

Description: This project continues to focus on Intelligent Traffic System (ITS) design and implementation throughout the City.

The planned work included in this Budget Highlight includes:

- Continued ITS Fiber and Construction Support
- Advanced and Stopbar Detection
- Completion of Adaptive System on Smoky Hill, Jordan, and Himalaya
- Installation of Weather Stations to support Traffic and Snow and Ice Operations
- Development of additional timing plans and oversight of “Edaptive system” on Dry Creek, Arapahoe, Smoky Hill, Jordan, and Himalaya
- Outfitting the Traffic Management Center

Benefits: Improvements to the ITS system can reduce delays and correct inefficiencies that occur in traffic systems, resulting in a safer transportation network for both pedestrians and motorists.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|--------------------------------|---------------------|--------------|---------------|---------------|---------------|---------------|--------------|
| Capital Improvement | | | | | | | |
| ITS Project | ITS Master Plan | \$ 1,005,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 1,605,000 |
| Total Project Cost (Estimated) | | \$ 1,005,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 150,000 | \$ 1,605,000 |



CITY WAYFINDING

Description: The City wayfinding program consists of developing and implementing Centennial identity signage, that will result in consistency and identity to City signage and wayfinding. In 2022, funds will be used to redesign and construct new City of Centennial signage and wayfinding monuments throughout the City.

Benefits: ‘Signature Centennial’ provides for opportunities to enhance the City’s gateways along major corridors, creating a memorable and unique sense of place for the City.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|--------------------------------------|-------------------|---------------|---------------|---------------|---------------|----------------|
| Capital Improvement | | | | | | | |
| Project Specific | City Wayfinding and Identity Project | \$ 680,000 | \$ - | \$ - | \$ - | \$ - | 680,000 |
| Total Project Cost (Estimated) | | \$ 680,000 | \$ - | \$ - | \$ - | \$ - | 680,000 |



CENTENNIAL CENTER PARK EXPANSION

Rebudget of funds from work started in 2021. \$4,700,000 for the following phases of work:

Infrastructure: Includes installation of necessary infrastructure, such as water, sewer, electric, gas, and stormwater facilities.

Phase 1: Includes the new expanded parking lot and drop-off area; the new restroom facility; signage for the sledding hill; landscaping and trees.

Phase 2: Includes the construction of the Bluff, the Folly, the Community Pavilion, gazebo, and landscaping.

Phase 3: Includes construction of the Meadow, including the landscaped walks (Ramble), Picnic Grove, and Multi-Purpose Lawn.

Implementation of approved Centennial Center Park Master Plan per 2017 Trails and Recreation Master Plan Priority P1.3: Develop a master plan to guide the maintenance and future development of Centennial Center Park.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|----------------------------------|---------------------|---------------|---------------|---------------|---------------|------------------|
| OS Project Level 1 | | | | | | | |
| Parks and Recreation | Centennial Center Park Expansion | \$ 3,317,000 | \$ - | \$ - | \$ - | \$ - | 3,317,000 |
| Total Project Cost (Estimated) | | \$ 3,317,000 | \$ - | \$ - | \$ - | \$ - | 3,317,000 |



LONE TREE CREEK TRAIL

LTC Phase IB Construction - Rebudget of funds from work started in 2021. \$2,200,00 for the construction includes trail from E Broncos Parkway to the south side of E Arapahoe Road. This is an 8-foot concrete trail with a 2-foot crusher fines shoulder on the creek side.

\$250,000 for the reimbursement from Dove Valley Metro District for the construction of the trail.

Phase II: Design carryover from 2021 - Construction of an 8-foot-wide crusher fines trail from E. Caley Avenue into the Cherry Creek State Park. The proposed trail will require two channel crossings, one at Lone Tree Creek and one at Windmill Creek. This phase also includes Lone Tree Creek channel improvements within the State Park where the creek has developed a new flow path due to erosion.

Phase III: Design in 2022 (\$500,000 - 50/50 split with Street Fund) Installation of a new culvert under Arapahoe Road outside of the floodplain and a bridge deck expansion at Arapahoe Road to accommodate a new dedicated right turn lane onto northbound Revere Street. The new culvert would only be utilized for pedestrians and bicyclists crossing

below Arapahoe Road. Stormwater would still be conveyed through the existing culvert that would remain in place. This option would reduce safety concerns for pedestrians during high flows and crossing Arapahoe Road at grade. Phase III is a joint project with PW. PW will be responsible for the bridge expansion and the new dedicated turn lane. Those costs are not included in the OSF.

Implementation of Approved Multi-Phase Lone Tree Creek Trail project.

- The City entered into an IGA with Arapahoe County where the City will receive \$4,500,000 from the County for implementation of Phases I, II, and III.
- This implements the 2017 Trails and Recreation Plan Priority T3: Aligned with the Arapahoe County Bicycle and Pedestrian Master Plan, prioritize construction of off-street trails in Centennial (T3.1 - Lone Tree Creek Trail - District 3).

2022 Funding Source: OSF

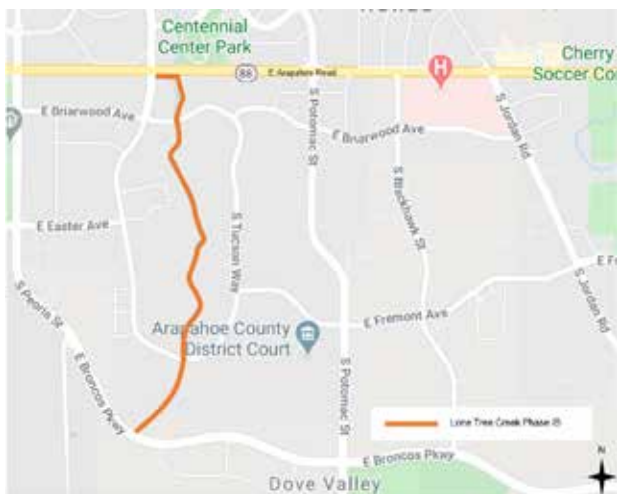
Other Funding Sources:

PH II: Dove Valley Metro District (\$250,000) PH

III Design: Street Fund (\$250,000)

PH III Construction: Street Fund (\$900,000)

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|-----------------------------|---------------------|-------------------|---------------|---------------|---------------|------------------|
| OS Project Level 2 | | | | | | | |
| Lone Tree Creek Trail | 2022 LTC Trail Construction | \$ 3,450,000 | \$ 900,000 | \$ - | \$ - | \$ - | 4,350,000 |
| Total Project Cost (Estimated) | | \$ 3,450,000 | \$ 900,000 | \$ - | \$ - | \$ - | 4,350,000 |



FREMONT TRAIL

Description: The Fremont Trail funding includes Phase 1 construction of a trail segment from The Lone Tree Creek (LTC) Trail to S Jordan Road. Upon completion of Phase 2, the Fremont Trail will connect to the Cherry Creek Trail to the east. Additionally, this funding includes construction of storm water, curb and gutter on the east side of the trail.

Benefits: The Fremont Trail project furthers City Council's desire for a maintained pedestrian network.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|---------------------|-------------------|---------------|---------------|---------------|---------------|----------------|
| OS Project Level 2 | | | | | | | |
| City Priority Projects | Fremont Trail | \$ 150,000 | \$ - | \$ - | \$ - | \$ - | 150,000 |
| Total Project Cost (Estimated) | | \$ 150,000 | \$ - | \$ - | \$ - | \$ - | 150,000 |



CENTENNIAL LINK TRAIL

The Centennial Link Trail is a 16-mile trail that will transverse the entire width of the City of Centennial. There are several off-street segments of trail that need to be constructed and other segments that require widening. On-street work includes striping. Signage and wayfinding is also included within the project.

Segment 10 Construction - District 3 - 2022

This Segment is located north of E Caley Avenue near the intersection of E Caley Avenue and S Lima Street. The trail connection will run north and south and will connect to the exiting Cottonwood Creek Trail just west of the Cottonwood Creek pedestrian bridge at S Peoria Street. This important missing link in the trail network will provide access to park space located within the Cherry Creek Vista Park and Recreation District, as well as access to the Cherry Creek State Park, Cherry Creek Trail, and the Lone Tree Creek Trail.

This project implements the 2017 Trails and Recreation Plan Priority T1: Complete a Centennial-braded continuous east-west trail connection across the City and Priority T2: Work with regional partners to connect existing trails to provide continuous east-west connections between the E-470 trail and the South Platte River Trail and north-south connections from the E-470 and C-470 trails through Centennial.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|-----------------------|-------------------|-------------------|-------------------|-------------------|-------------------|---------------------|
| OS Project Level 2 | | | | | | | |
| City Priority Projects | Centennial Link Trail | \$ 200,000 | \$ 310,000 | \$ 430,000 | \$ 350,000 | \$ 520,000 | \$ 1,810,000 |
| Total Project Cost (Estimated) | | \$ 200,000 | \$ 310,000 | \$ 430,000 | \$ 350,000 | \$ 520,000 | \$ 1,810,000 |



PINEY CREEK TRAIL

Centennial Link Trail Safety Work (Piney Creek Trail) -

These improvements will include the widening of the trail in four specific locations (semi-blind areas) to promote a safer trail user experience, striping of the trail in these areas to promote safe lane use and the addition of a soft trail shoulder adjacent to the existing concrete trail. The soft trail will vary in width and location depending on the location of the existing concrete trail. It is anticipated that the addition of the soft trail feature may be phased over a 2-3 year period.

This project implements the 2017 Trails and Recreation Plan Priority T1: AComplete a Centennial-braded continuous east-west trail connection across the City; Priority T2: Work with regional partners to connect existing trails to provide continuous east-west connections between the E-470 trail and the South Platte River Trail and north-south connections from the E-470 and C-470 trails through Centennial; and Priority T3.1 Priority trail connections aligned with the Arapahoe County Bike and Pedestrian Plan include Piney Creek Trail widening

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|--|-------------------|---------------|---------------|---------------|---------------|----------------|
| OS Project Level 2 | | | | | | | |
| City Priority Projects | Centennial Link Trail Piney Creek Trail Improvements | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | 200,000 |
| Total Project Cost (Estimated) | | \$ 200,000 | \$ - | \$ - | \$ - | \$ - | 200,000 |



DRY CREEK UNDERCROSSING

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|-----------------------------|------------------|---------------|---------------|---------------|---------------|---------------|
| OS Project Level 2 | | | | | | | |
| City Priority Projects | Big Dry Creek Undercrossing | \$ 50,000 | \$ - | \$ - | \$ - | \$ - | 50,000 |
| Total Project Cost (Estimated) | | \$ 50,000 | \$ - | \$ - | \$ - | \$ - | 50,000 |



HIGH PLAINS TRAIL BRIDGE

Plans to construct a new, 1-mile-long trail segment connecting the High Plains Trail to the Cherry Creek Regional Trail just north of the Arapahoe/Douglas County line. The Trail will include a grade-separated overpass of Parker Road and will complete a substantial gap in the regional trail network in the southeast metro area, which is experiencing significant population growth.

Arapahoe County Open Spaces 2022 Project -

- This project is part of the 2022 Eligible Partner Projects and was recommended by the Open Space Advisory Board in June 2021.
- Total Project Cost: \$7,910,946 - \$250,000 Centennial funded
 - \$750,000 Town of Parker
 - \$2,375,000 DRCOG
 - \$2,000,000 GOCO
 - \$820,000 Arapahoe County Open Spaces
 - \$750,000 Douglas County
 - \$500,000 City of Aurora
 - \$465,946 E-470 Public Highway Authority

This implements the 2017 Trails and Recreation Plan Priority T2: Create trail connections for East-West Trail. Priority T6: Complete trail connections to create consistent and comfortable network for all. Recommendation T6.1: Provide continuous hard-surface connections (min 10') along off-street portions of regional bike routes."

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|--------------------------|-------------------|---------------|---------------|---------------|---------------|----------------|
| OS Project Level 3 | | | | | | | |
| Regional Partnerships | High Plains Trail Bridge | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | 250,000 |
| Total Project Cost (Estimated) | | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | 250,000 |



High Plains Trail /
Cherry Creek Regional Trail
Connection Project

Arapahoe County
Open Spaces

Conceptual View of
Parker Road Overpass
Looking North

HIGH LINE CANAL CONSERVANCY

TRAIL IMPROVEMENTS

Plans to construct a new, one-mile long trail segment connecting the High Plains Trail to the Cherry Creek Regional Trail just north of the Arapahoe/Douglas County Line. The Trail will include a grade-separated overpass of Parker Road and will complete a substantial gap in the regional trail network in the southeast metro area, which is experiencing significant population growth.

Arapahoe County Open Spaces 2022 Project -

- This project is part of the 2022 Eligible Partner Projects and was recommended by the Open Space Advisory Board in June 2021.
- Total Project Cost: \$7,910,946 - \$250,000 Centennial funded.
 - \$750,000 Town of Parker
 - \$2,375,000 DRCOG
 - \$2,000,000 GOCO
 - \$820,000 Arapahoe County Open Spaces
 - \$750,000 Douglas County
 - \$500,000 City of Aurora
 - \$465,946 E-470 Public Highway Authority

This implements the 2017 Trails and Recreation Plan Priority T2: Create trail connections for East-West Trail. Priority T6: Complete trail connections to create consistent and comfortable network for all. Recommendation T6.1: Provide continuous hard-surface connections (min 10') along off-street portions of regional bike routes."

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|--|-------------------|---------------|---------------|---------------|---------------|----------------|
| OS Project Level 3 | | | | | | | |
| Regional Partnerships | High Line Canal Conservancy Improvements | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | 250,000 |
| Total Project Cost (Estimated) | | \$ 250,000 | \$ - | \$ - | \$ - | \$ - | 250,000 |



SHMD PROJECTS

CRESTLINE PARK IMPROVEMENTS

SHMD Crestline Park Improvements -

Replace 35+ -year-old unusable basketball courts with new court and two pickleball courts, bringing facility up to ADA accessibility requirements. Retaining walls and fencing will be installed.

- This project is part of the 2022 Eligible Partner Projects and was recommended by the Open Space Advisory Board in June 2021.

This implements the 2017 Trails and Recreation Plan Priority P5: Identify desired upgrades to existing parks in partnership with park districts and community members. Priority R2: Provide additional court and field facilities to close the equity gap in recreation facilities across the City.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|--|-------------------|---------------|---------------|---------------|---------------|----------------|
| OS Project Level 3 | | | | | | | |
| Regional Partnerships | Smoky Hill Metro District, Crestline Park Improvements | \$ 150,000 | \$ - | \$ - | \$ - | \$ - | 150,000 |
| Total Project Cost (Estimated) | | \$ 150,000 | \$ - | \$ - | \$ - | \$ - | 150,000 |



SSPRD PROJECTS

SSPRD Abbot Park Design -

Planning and design for future proposed improvements at Abbott Park which may include replacement of the playground, basketball court, shelter, and miscellaneous concrete flatwork. Improved ADA access will be provided to the new park amenities.

- This project is part of the 2022 Eligible Partner Projects and was recommended by the Open Space Advisory Board in June 2021.

SSPRD Little Dry Creek Design Project:

Program Type: Level 3 **Council District:** 2 **Strategic Planning Goal:** Signature Centennial

Planning and design for future proposed improvements at Little Dry Creek Park which may include replacement of the playground, basketball court, shade pavilion, and miscellaneous concrete flatwork. A new san-o-let enclosure may be installed. Improved ADA access will be provided to the new park amenities.

- This project is part of the 2022 Eligible Partner Projects and was recommended by the Open Space Advisory Board in June 2021. Improvements will create trail connections for a continuous east-west trail through Centennial.

This implements the 2017 Trails and Recreation Plan Priority T2: Connect existing trails to provide continuous east-west connections through Centennial. Priority P5: Identify desired upgrades to existing parks in partnership with park districts and community members.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|----------------------------|-------------------|---------------|---------------|---------------|---------------|----------------|
| OS Project Level 3 | | | | | | | |
| Regional Partnerships | SSPRD Projects | \$ 227,900 | \$ - | \$ - | \$ - | \$ - | 227,900 |
| | Cherry Park Improvements | 120,000 | - | - | - | - | 120,000 |
| | Linksvew Park Improvements | 107,900 | - | - | - | - | 107,900 |
| Total Project Cost (Estimated) | | \$ 227,900 | \$ - | \$ - | \$ - | \$ - | 227,900 |



SSPRD PROJECTS

SSPRD Cherry Park Improvements -

Planning, design, and construction of the proposed improvements at Cherry Park which may include replacement of the playground, shelter, enclosed san-o-let structure, drinking fountain, seating, waste receptacles, concrete flatwork, trees and landscaping, and site security lighting. Improved ADA access will be provided to the new park amenities. Improvements will create connections to the East-West Trail plan.

- This project is part of the 2022 Eligible Partner Projects and was recommended by the Open Space Advisory Board in June 2021.

This implements the 2017 Trails and Recreation Plan Priority T2: Connect existing trails to provide continuous East-West connections through Centennial. Priority P5: Identify desired upgrades to existing parks in partnership with park districts and community members.

SSPRD Linksview Park Improvement Project:

Program Type: Level 3 **Council District:** 2 **Strategic Planning Goal:** Signature Centennial

SSPRD Linksview Park Improvements -

Planning, design, and construction of the proposed improvements at Linksview Park which may include replacement of the playground, shelter, san-o-let enclosure, seating, landscape, and concrete flatwork. Improved ADA access will be provided to the new park amenities.

- This project is part of the 2022 Eligible Partner Projects and was recommended by the Open Space Advisory Board in June 2021.

This implements the 2017 Trails and Recreation Plan Priority P5: Identify desired upgrades to existing parks in partnership with park districts and community members. Recommendation P5.5: Provide massed tree canopies with seating... [and] provide shelter and places of rest and encourage lingering in parks.



APRD PROJECT

Description: Installation; \$32K for installation of three new trail rest stations and new bike repair facilities at two locations. Two of the new rest stations and bike repair facilities would be located at Foxhill Park and one at Spring Creek Park. Spring Creek Park is outside of the City of Centennial boundary but serves as a regional park for the area serving Centennial residents.

Benefits: The City values opportunities to partner with local organizations and entities to provide new construction and improvements to sites around the City. The identified projects listed align with the City's goal to identify desired upgrades to existing parks in partnership with park districts and community members.

| Budget Account | Project Description | 2022 Budget | 2023 Estimate | 2024 Estimate | 2025 Estimate | 2026 Estimate | Total |
|---------------------------------------|-----------------------------------|------------------|---------------|---------------|---------------|---------------|---------------|
| OS Project Level 3 | | | | | | | |
| Regional Partnerships | APRD Project, Trail Rest Stations | \$ 32,400 | \$ - | \$ - | \$ - | \$ - | 32,400 |
| Total Project Cost (Estimated) | | \$ 32,400 | \$ - | \$ - | \$ - | \$ - | 32,400 |

